



## **Appendix 2 – Public Hearing Transcript**

DEPARTMENT OF TRANSPORTATION

STATE OF ARIZONA

Public Hearing  
I-17: SR 101L to New River Road  
Design Concept Study

Wednesday, November 5, 2003  
6:00 p.m.

Deer Valley Community Center  
2001 West Wahalla  
Phoenix, Arizona

REPORTER'S TRANSCRIPT OF PROCEEDINGS

COPY

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## P R O C E E D I N G S

MS. SUZAN CURTIN: Good evening, ladies and gentlemen, and thank you for attending our meeting. This is a public hearing for I-17 from State Route 101 to the New River. My name is Suzan Curtin and I am with ADOT Environmental and Enhancement Group. Tonight my function will be as the MC and I will introduce you to the people who have been working on this project.

From ADOT we have, and when I say your name, if you could please raise your hand so everyone can see you, we have Tami Wollaston, who's in the back, Tami is our pre-design manager. We have Steve Beasley, Steve, he's with Valley Project Management. Dan Lance, Dan is the deputy state engineer of Valley Freeway System. Martha Harrell from right of way and Dave Edwards from right of way. From FWHA we have Bill Vachon and we have several consultants working on our project.

From Jacobs Civil we have George Wallace, Laura Gerbis, and Don Smith. Jacobs is working on the environmental studies. We have Stanley, and we have Mike Chase who is the project manager, Eric Daly, who is the project engineer, and Jackie Noblitt, who is with Kimley Horn, also a project engineer. We have two court reporters, Debi Moreash and Mary Manning. This is Debi and

1 Mary is sitting over there.

2 At some point we're going to have two  
3 presentations, one from Laura Gerbis and one from Jackie  
4 Noblitt. Afterwards there'll be a brief question and  
5 answer period and you'll be given directions at that time  
6 on how to present your questions. The court reporters are  
7 available for you to give comment to and again at the end  
8 we'll have more directions on that.

9 Okay. First we'll start with Jackie and Jackie  
10 is going to talk to you about the design alternatives.

11 MS. JACKIE NOBLITT: Can you hear me? As Suzan  
12 mentioned, the project limits are from State Route 101 on  
13 the south at about milepost 214.5 to New River Road on the  
14 north at about milepost 232. We're in north central  
15 Maricopa County, Interstate 17.

16 The agenda for this evening's meeting is to  
17 present to you the preferred alternative for the study.  
18 For ease of presentation, we've broken the study into three  
19 parts; mainline I-17 widening, the I-17 State Route 101  
20 interchange, and frontage roads. We'll also present to you  
21 the environmental impacts that are associated with the  
22 preferred alternative. I'll talk to you about the project  
23 schedule and most importantly we'll get your input.

24 Suzan described the format for tonight's meeting.  
25 After the presentation we'll have a brief question and

1 answer session. After the question and answer session  
2 we'll break back up into the open house format. You can  
3 feel free to look at the boards, the roll plats along the  
4 back wall, and ask questions of the project team. I think  
5 we're all wearing name tags. Also as Suzan mentioned, we  
6 have court reporters here to take your comments and to  
7 record the meeting.

8 The purpose of the meeting is to talk to you  
9 about the project purpose and need, describe the study  
10 process, and get your comments.

11 The primary purpose of the project is to relieve  
12 traffic congestion. As you know, we have current congested  
13 conditions out on I-17. Our design year for this project  
14 is 2025. In some parts of the corridor traffic volumes are  
15 forecast to double between now and 2025. Also there is a  
16 large amount of development that's been recently  
17 constructed, that's planned, and that is currently under  
18 way. I-17 in addition to being a major commuter route for  
19 the northern residential construction also serves as a  
20 major route for regional traffic, commercial recreation,  
21 and even international trade traffic.

22 With the increase in traffic congestion comes an  
23 increase -- or excuse me, a decrease in air quality. We're  
24 also looking at frontage roads which are currently  
25 discontinuous along this segment of I-17. Those of you who

1 have attended the last couple of public meetings may notice  
2 that in the past we looked at the segment of I-17 all the  
3 way up to Black Canyon City. However, the environmental  
4 assessment only covers the section from Loop 101 up to New  
5 River. That's because this section, the southern section,  
6 is most likely to be constructed in the foreseeable future  
7 because the environmental assessment is part of the  
8 environmental process. At this public hearing tonight  
9 we're just talking about the southern part of the corridor.

10 Since our last meeting last summer we've  
11 proceeded to complete the initial design concept report  
12 which was submitted to ADOT in May of 2003. We've also  
13 completed the draft environmental assessment dated October  
14 of 2003. That's currently available for public review.

15 This slide shows the study process, starting in  
16 January of 2000 we held a public scoping meeting. That one  
17 was held in New River. Since then we have proceeded to  
18 develop and evaluate alternatives, created environmental  
19 overview. We held a public meeting in April of 2001, July  
20 of 2002, and after the public hearing this evening we'll go  
21 back and consider your comments, make final  
22 recommendations, finalize the design concept report and the  
23 environmental assessment, and submit those reports for  
24 agency acceptance. Once the agencies accept the reports,  
25 the study part of this process is complete.

1           For each of the project segments, we considered  
2   build alternatives in addition to no build alternatives.  
3   On the I-17 main line widening segment we compared an  
4   inside widening alternative to an outside widening  
5   alternative. The preferred alternative is widening to the  
6   median. This alternative provides the needed capacity for  
7   the roadway. It requires less right of way, results in  
8   fewer impacts to the community, fewer environmental  
9   impacts, and it requires fewer modifications to the  
10  structures.

11           This board is also duplicated on each side of the  
12  room. This board presents the preferred alternative for  
13  the southern section of the corridor from Loop 101 up to  
14  Carefree Highway. The ultimate recommended section is for  
15  five general purpose lanes in each direction plus an HOV  
16  lane in each direction plus auxiliary lanes between the  
17  interchanges and frontage roads. The bottom section  
18  illustrates the existing typical section, two lanes in each  
19  direction plus frontage roads. Because there likely won't  
20  be funding to construct the ultimate cross section all at  
21  once, it's likely that an interim package will be  
22  constructed and that's what the middle section illustrates.  
23  An interim scenario would likely consist of three general  
24  purposes lanes in each direction plus HOV lanes plus  
25  auxiliary lanes.



1 North of Carefree Highway to New River the  
2 preferred alternative is for general purposes lanes in each  
3 direction plus an HOV lane north of Carefree Highway.

4 There would be few auxiliary lanes other than those that  
5 have just been opened between Pioneer Road and New River.

6 No, excuse me, Pioneer Road and Anthem, and the frontage  
7 roads would also stay in their current configurations.

8 Again, the bottom section here represents the section that  
9 currently exists today with two lanes in each direction.

10 I-17 Loop 101 TI in the southern part of the  
11 corridor currently has two lanes in each direction plus  
12 auxiliary lanes plus an HOV lane. The preferred  
13 alternative includes adding one lane in each direction and  
14 widening the bridges over State Route 101 and its frontage  
15 roads. The limits of the work, and I'll show you this on  
16 the next slide, are from about Union Hills Drive on the  
17 south to Rose Garden on the north. Ramp configurations  
18 would change at Union Hills Drive, Yorkshire, and Deer  
19 Valley. This slide is the southern half of the 101 TI.

20 If you can see the laser point, Union Hills Drive  
21 is on the south, Loop 101 is on the north. The blue lines,  
22 and this does not show up very well on the slide, but this  
23 board is also duplicated on both sides of the room, the  
24 blue and gray arrows represent the existing condition, the  
25 pink arrows represent the new lanes that are added in each

1 direction. In addition to the lanes of Yorkshire traffic  
2 would be routed through the Union Hills interchange and to  
3 improve operations at that interchange, a new right turn  
4 line would be added in the southbound direction at Union  
5 Hills.

6 This slide is the northern half of the  
7 interchange, Loop 101 on the south end, Deer Valley Road on  
8 the north end. The new northbound lane comes through from  
9 the south and is joined by two new lanes from the 101  
10 ramps. Southbound one lane peels off to the 101 TI and the  
11 other continues south through the TI to Union Hills.

12 Because of weaving concerns from the Loop 101 northbound  
13 traffic and the traffic trying to exit at Deer Valley,  
14 we're recommending that the northbound exit to Deer Valley  
15 is converted to a loop ramp configuration.

16 The preferred alternative for the frontage roads  
17 would extend the existing frontage roads and provide  
18 continuous one-way frontage roads all the way from Rose  
19 Garden Lane on the south to Carefree Highway on the north.  
20 The existing two-way frontage roads would also be converted  
21 to one-way operations. Right now we have existing frontage  
22 roads as you can see in the green color with gaps that are  
23 represented by the orange between Pinnacle Peak and Happy  
24 Valley and north of Dixileta to Carefree Highway.

25 Those gaps would be filled in and then as the

1 intermediate street networks and new interchanges are  
2 constructed between Happy Valley and Carefree Highway, the  
3 frontage roads could be converted to one way. The one-way  
4 operations will provide a safer and more efficient  
5 operation, reducing headlight glare from opposing traffic,  
6 and making the intersections between the ramp and frontage  
7 roads operate more efficiently.

8 The preferred alternative will result in some  
9 potential environmental impacts. I will turn it over to  
10 Laura to talk about those.

11 MS. LAURA GERBIS: Thank you, Jackie. My name is  
12 Laura Gerbis. I work for Jacobs Civil and Jacobs Civil's  
13 role in this project is to perform the environmental  
14 studies. I'm going to do a brief overview of the  
15 environmental impacts associated with construction of the  
16 preferred alternatives. This is in your handout starting  
17 on page three if you want to follow along.

18 Our first issue is right of way acquisition.  
19 Because the roadway is going to be widened, we are going to  
20 be taking new right of way in several locations, mainly  
21 between Deer Valley Road and Carefree Highway, also some  
22 right of way will be taken just north of the Anthem Way  
23 interchange.

24 We have a total of 60.1 acres of new right of way  
25 for this project. About 17 acres of that is public land,

1 so that's mostly state trust land, and that leaves  
2 43.1 acres that are privately owned. The new right of way  
3 lines are shown on the large exhibit on the back if you'd  
4 like to see your property relative to the new right of way  
5 lines. I'd like to point out we have Martha and Dave from  
6 the right of way section. They can answer any questions  
7 you have about the acquisition process or about  
8 compensation.

9 Our second topic is water quality. In widening  
10 the pavement, we're going to need to extend culverts.  
11 That's going to result in some minor washes, minor fills in  
12 washes and flood plains. There are several permits that  
13 we'll have to acquire in order to protect water quality  
14 during construction and to minimize impacts to water  
15 resources.

16 Our third topic is biological resources. By that  
17 I mean wildlife, threatened and endangered species, and  
18 native vegetation. With this we have very little effect  
19 because the areas that we're disturbing are largely heavily  
20 disturbed, such as the existing roadway median, also the  
21 roadway shoulders. So that area doesn't provide very much  
22 habitat value and so we have no effect to threatened and  
23 endangered species with this project.

24 The next area of concern is visual impacts.  
25 Because of the wider pavements and construction of

1 retaining walls and noise barriers, there will be a subtle  
2 or notable impact to the visual characteristics of much of  
3 the corridor. The way we mitigate for this is to use  
4 textures and materials and colors that complement the  
5 landscape when we do the construction. An example of this  
6 is the New River bridge that will be painted to match the  
7 surrounding rural landscape to help preserve the visual  
8 character in that area.

9 Our next topic is air quality. An analysis was  
10 performed to model the carbon monoxide levels that would  
11 occur with the construction of the new highway, the new  
12 lanes, excuse me. The carbon monoxide levels would  
13 increase slightly from the existing conditions. However,  
14 our analysis showed that because of increasing traffic  
15 volumes, carbon monoxide levels will increase whether  
16 anything is built or not. The future levels of carbon  
17 monoxide would still be far below EPA established limits,  
18 so we would still meet national ambient air quality  
19 standards. In addition, during construction dust abatement  
20 measures such as watering would be used to control  
21 particulate matter.

22 One big issue is noise. A lot of residents are  
23 concerned about increases in noise. Because of higher  
24 traffic volumes and the additional lanes, we will have  
25 some, we will have noise increases. In addition, we have

1 some homes that will now be closer to the traffic lanes.

2 At this time our noise analysis shows five proposed  
3 locations for noise barriers. During final design ADOT  
4 would evaluate those noise barriers in conjunction with the  
5 land owners and they would be implemented as warranted.

6 My next topic is cultural resources. That refers  
7 to historic and prehistoric sites. We have one national  
8 register property, that's called the Sun Up Ranch, it's up  
9 by New River. We'll be taking less than one acre of right  
10 of way from this ranch. None of the historic elements of  
11 the ranch will be affected. We also have one prehistoric  
12 site, it's an artifact scatter. It's unavoidable. There  
13 will be a data recovery process that occurs before  
14 construction begins. Overall we have no adverse effects to  
15 historic properties with this project.

16 With the new right of way there will be some  
17 displacement. Mostly what we have is some mobile home and  
18 RV hookups that are adjacent to the frontage roads between  
19 Deer Valley Road and Pinnacle Peak. There'll be 28 of  
20 these hookups that will be displaced and there's one  
21 business called the Freeway Mini Storage which is adjacent  
22 to the Deer Valley ramp. Again, the right of way section  
23 would be able to help with that kind of information.

24 Temporary impacts. It would have traffic delays.  
25 We're all very aware of construction delays and what

1 happens with the lane closures. There will be construction  
2 notices provided to the area residents and businesses. In  
3 terms of permanent impacts, we will have some access  
4 change. As Jackie referred before to the frontage roads,  
5 they will be converted to one-way operations gradually, not  
6 all at one time. They'll be completed as the city grid  
7 system is completed. Even after that happens, that will  
8 result in some out of direction travel, so you might have  
9 to drive around the block or go a little bit north when you  
10 really want to go south, it should be a minor impact  
11 because of the availability of city streets.

12 And this has been a very brief overview. If  
13 you're interested in more detail, we do have the draft  
14 environmental assessment available for review. I have two  
15 copies of up here on the front table if you'd like to take  
16 a look. It's also available at the Juniper branch library,  
17 that's at 19th Avenue and Union Hills and also at the New  
18 River Elementary School, and on the project Web site you  
19 can download or view, print off the whole EA, it's exactly  
20 the same on the Web site as it is in the document.

21 Everybody wants to know when will this be built,  
22 so I'll give you a quick answer. Our project schedule,  
23 we're looking to finish the study documents, that is the  
24 final EA and the final design concept report, by next  
25 spring. The design of the Loop 101 to Carefree Highway

1 portion is already programmed for fiscal year 2006 with  
2 construction of an interim cross section, that was the  
3 three lanes plus HOV lane, between Loop 101 and Carefree  
4 Highway in fiscal year 2008. The remainder of the corridor  
5 would be programmed for design and construction as funding  
6 becomes available.

7 And lastly, the reason we have this hearing is to  
8 allow the public to comment. We take all of your comments  
9 and incorporate them into the final study documents so that  
10 everything is addressed. There's several ways to do that.  
11 On the back of your handout there is a blue sheet, this is  
12 a comment form. You can leave that with us, there's a box  
13 up at the front or you can mail it or fax it to our project  
14 manager. The information on that is listed on the comment  
15 sheet in terms of who to send it to. You may speak with a  
16 court reporter, either Mary or Debi, after the question and  
17 answer section. They'll be happy to take your comments,  
18 simply state your name and then whatever you'd like to say.

19 In addition, on the project Web site you can make  
20 e-mail comments. There is a button there that allows you  
21 to provide feedback to the study team.

22 Now we're going to move on to a very brief  
23 question and answer section. I ask that if you have  
24 comments to make, just statements, that you please wait and  
25 talk to the court reporters, but if you have questions for



1 the project team, then please come up here and line up to  
2 my right, your left, and speak into the podium. We'll move  
3 it over just a little bit and we'll try to keep things as  
4 brief as possible. Thank you very much.

5 MS. ANN HUTCHINSON: I had one question and that  
6 was what you did not talk about was the design of the  
7 interchanges but you had talked about some of the other  
8 things. Do you have any -- can you tell us anything about  
9 the interchanges?

10 MR. MIKE CHASE: There are some new interchanges  
11 planned.

12 MS. ANN HUTCHINSON: Not what the plan is but  
13 what the design is, in particular the one on Happy Valley,  
14 we were trying to avoid another one like that.

15 MALE AUDIENCE MEMBER: No roundabout.

16 MR. MIKE CHASE: ADOT has completed a study on  
17 the Happy Valley interchanges and they have found that  
18 there are some operational problems that they're going to  
19 try to make some improvements to that. One of the problems  
20 is with the two-way frontage roads, you have multiple  
21 movements exiting and entering the roundabout, so they're  
22 looking at ways to improve the function of the roundabout  
23 by making some minor geometric changes and actually  
24 converting the frontage roads to one way.

25 MS. ANN HUTCHINSON: But you're talking a

1 roundabout, not another design?

2 MR. MIKE CHASE: At Happy Valley it will remain.

3 MS. ANN HUTCHINSON: Yeah, for the other  
4 exchanges, but Deer Valley, Carefree, all those other ones  
5 going up?

6 MR. MIKE CHASE: I believe the Carefree has also  
7 been determined to be a roundabout but it should function  
8 pretty well.

9 MS. ANN HUTCHINSON: That's my comment, thank  
10 you.

11 MS. LAURA GERBIS: I just want to take a quick  
12 moment and say that the design of the interchanges is not  
13 actually in the scope of the I-17 project, we're dealing  
14 with only the mainline and you can contact ADOT to make  
15 comments on the other study.

16 MR. NICK ENNA: I live up in that area and on the  
17 weekends it's like a parking lot on the freeway and I was  
18 wondering why the people who live up along Jomax Road have  
19 to travel an extra two miles north to Dixileta and then  
20 make a U-turn and come back to their homes. You're keeping  
21 those people on the highway longer, that means there's  
22 going to be more congestion on the highway. Why isn't it  
23 we're able to get off on the west side on Jomax and go to  
24 our homes instead of going all the way up to Dixileta and  
25 make a U-turn and come back two miles. Why is ADOT doing

1 that? Phoenix has been red lining that west side for a  
2 long, long time. Why is ADOT just turning a blind eye to  
3 it and letting them red line us like that?

4 MR. MIKE CHASE: Your comments were provided at  
5 the Jomax meeting and we took those comments back to the  
6 study team for Jomax.

7 MR. NICK ENNA: This is pertaining to this one,  
8 because we're going to have to drive two extra miles on the  
9 freeway and that means there will be more congestion on the  
10 freeway. Don't you guys realize that? We'll have to stay  
11 on the freeway for two extra miles. That means there's  
12 going to be more people on there, it's going to look like a  
13 parking lot out there on the weekends than it is now. Why  
14 keep us on the freeway more than we have to when you can  
15 give us an exit at Jomax where most of us live, we can get  
16 off and go to our homes instead of staying on the freeway  
17 for two extra miles, burning up four miles of extra gas.

18 All these things, you guys are just not looking  
19 at things, you keep turning a blind eye to it, say it's  
20 Phoenix's problem. It's not, it's ADOT's problem. You  
21 guys just can't turn a blind eye to Phoenix and screw us  
22 over again. They put all the power lines, they didn't want  
23 it on the east side, the insurance company, so they stuck  
24 it on the homes on the west side and we're supposed to have  
25 a road, an extra way in there, and it hasn't even been

1 built yet. We keep getting promises and you guys just keep  
2 on turning a blind eye to the City and say the City's going  
3 to handle it. The City's not handling it.

4 MR. MIKE CHASE: The City is involved in the  
5 study with us and the Jomax project in particular, right  
6 after the last public meeting we sat down and talked about  
7 a lot of the concerns of the neighborhood. The access from  
8 Jomax was one of the things we discussed and it wasn't, it  
9 hasn't been tabled or finalized yet but we're looking at  
10 all the options.

11 Your comments about the out-of-direction travel  
12 having to go up to Dixileta and come back were discussed at  
13 great length during that meeting that followed the last  
14 public meeting that we had on the Jomax TI. Nothing has  
15 been settled at this point regarding how that's going to  
16 occur.

17 MR. NICK ENNA: See, this is the same line they  
18 gave us when they were talking about that extra road  
19 getting and it's still not --

20 MR. MIKE CHASE: That extra road is actually  
21 under design right now and they are planning to go to  
22 construction in 2005. What we're talking about at this  
23 meeting is primarily the I-17 corridor, the mainline  
24 improvements that address the problems with the congestion  
25 of not having enough lanes for people that are going beyond

1 where you live. They're coming from Anthem going into town  
2 or going from Phoenix north to Flagstaff.

3 MR. NICK ENNA: Well, then why do you want to add  
4 us on to the congestion from Jomax Road to Dixileta? That  
5 two-mile section there, if you can get us off that road,  
6 you can clear that area from all the local traffic by  
7 getting us our access off at Jomax. You guys are not  
8 considering that, you guys haven't made any --

9 MR. MIKE CHASE: I'm not saying we're not  
10 considering that, I'm saying it's still under discussion.  
11 We haven't finalized --

12 MR. NICK ENNA: Can you see how it pertains to  
13 ADOT?

14 MR. MIKE CHASE: I understand.

15 MR. NICK ENNA: It's not just a city problem,  
16 it's an ADOT problem.

17 MR. MIKE CHASE: It's a regional transportation  
18 problem. Phoenix is involved in these studies with ADOT  
19 and they're here tonight and they're hearing your comments,  
20 so they're aware of the concerns of your neighborhood.

21 MR. NICK ENNA: But we had the same thing on the  
22 other thing too and the City just screwed us over there and  
23 we'll probably get screwed over again by ADOT and it just  
24 adds more people out there. That's going to be looking  
25 like a parking lot there on the weekends because

1 everybody's going to go past their homes to get to their  
2 homes. It just adds congestion to the freeway.

3 How many lanes are you going to have to add on to  
4 it because right now we're not doing that and then even as  
5 it is now it's congestion. So when you put all those  
6 thousands of homes' traffic on there per day, it's going to  
7 add more congestion, especially on the weekends. It's  
8 going to be a nightmare. Thank you for listening to me.

9 MR. MATTHEW RAY: Good evening. My name is  
10 Matthew Ray, I live in the Tramonto subdivision in the  
11 community of Carefree Highway and I-17. I'd like to know,  
12 is there anybody representing the Fed here? What is the  
13 Fed doing to help further speed up the construction  
14 timeline? One question is how was the community of Anthem  
15 able to be developed, planned probably back in '95, '96 and  
16 started construction in 1997, '98, how was that community  
17 allowed to be developed to allow commuters to commute down  
18 to Phoenix for business and not have I-17, have the  
19 capacity of I-17 at the correct standards?

20 I don't know what the correct standards would be,  
21 but how was that community allowed to be built with the  
22 current I-17 structure knowing that construction on this  
23 freeway is not going to start until 2008? You're talking  
24 10 years of growth and the Fed, the Fed, not ADOT, I'm not  
25 here to comment about ADOT, I'm here to comment on the Fed

1 because this is a Federal highway that gets Federal tax  
2 dollars, what does the Fed have to say about the question  
3 that I'm raising and why is it a 10-year process just to  
4 begin construction?

5 MR. BILL VACHON: Couple of issues, it isn't a  
6 Federal highway, it's a State highway, it's eligible for  
7 Federal funding. The state and the --

8 MR. MATTHEW RAY: Let me ask you this, is  
9 Interstate 10 a Federal highway?

10 MR. BILL VACHON: No, it's a State highway.

11 MR. MATTHEW RAY: What is the interstate system,  
12 how does that role play here in the State of Arizona and  
13 throughout the country?

14 MR. BILL VACHON: The Federal --

15 MR. MATTHEW RAY: How does the Federal dollars  
16 impact the highway system in Arizona?

17 MR. BILL VACHON: The Federal Highway  
18 Administration has some authorities over the interstate  
19 system because it's still referred to as the National  
20 Defense Highway System, so we have some authorities on what  
21 is allowed to be done to it as far as access allowed to it,  
22 as far as the standards that it's built to, so we have some  
23 authority, but it's really the state and the planning  
24 agency that identify the projects they want to proceed  
25 forward with and when they want to proceed forward with

1       them.

2               We oversee that they follow the Federal rules and  
3 regulations and guidelines, primarily through the NEPA  
4 process. So we don't have control over development in this  
5 state. We do have control over how the Federal funding is  
6 utilized, working with the state as they prioritize  
7 projects on a statewide basis.

8               MR. MATTHEW RAY: So what are you doing to help  
9 turn this now?

10              MR. BILL VACHON: Well, that's why they're in the  
11 process now of going through the environmental process to  
12 make any improvements that will be coming up in this  
13 corridor eligible for Federal aid funds.

14              MR. MATTHEW RAY: Can you speak upon the  
15 development of Anthem and why it was designed back in 1996  
16 and then construction began in '97, '98 and why the studies  
17 weren't, why the studies weren't done even prior to that?  
18 We all know that this Valley is going to grow and why  
19 aren't the studies more planned and prepared for? I don't  
20 understand what's going on with all of this?

21              MR. BILL VACHON: The developers --

22              MR. MATTHEW RAY: It's a safety issue, it's a  
23 major safety issue because you've got, you know, we're the  
24 fifth largest city, we're going to have in the next year to  
25 two years five million people in the Valley, okay, in the



1 Valley, and Friday afternoon to try to get up to my  
2 development, it's just gridlock and nothing's being --  
3 we're saying five more years before you're even going to  
4 start construction? It's just going to get worse because  
5 Engle Homes is building three new developments south of  
6 Carefree Highway off 27th Avenue, 19th Avenue, Anthem is  
7 scheduled to start the second phase on the west side. What  
8 are we waiting for? I mean, I understand there's a design  
9 process but --

10 MR. BILL VACHON: If you're asking me if I can  
11 control development in this Valley, I have no authority  
12 over that. ADOT has no authority over that. That's with  
13 the communities, cities, counties that allow the  
14 development to go into properties.

15 MR. MATTHEW RAY: ADOT being a state agency  
16 should help control the growth because the infrastructure's  
17 not there to support the growth.

18 MR. DAN LANCE: Dan Lance, I'm the deputy state  
19 engineer with ADOT. As Bill pointed out, ADOT has no  
20 direct authority over the approval of development. That  
21 rests strictly with the county or the cities, they do the  
22 permitting. So when they have a developer approach them  
23 saying we want to build a community here or a shopping  
24 center here, housing development here, the City or the  
25 county are the ones that deal with that on a permitting

1 basis.

2           The City or the county has no authority to  
3 extract dedications from the developer for improvements of  
4 in this case the I-17 corridor. Del Webb or now Pulte did  
5 some improvements on I-17, the new interchanges, that was  
6 totally funded by the developer, as well as the auxiliary  
7 lanes they are just finishing up and opening. That was a  
8 dedication by the developer for improvements on I-17, but  
9 neither ADOT nor the county in this case was in a position  
10 to extract or force the developer to widen I-17.  
11 Politically it's just not possible.

12           As far as the planning process, the planning  
13 process is very much tied to money, what you can deliver.  
14 There's no reason to plan something for the next 20 or 30  
15 years if you have no foreseeable chance of funding it. So  
16 this particular planning process was started four years  
17 ago. This is a combination of four years of effort to get  
18 to this process.

19           MR. MATTHEW RAY: It's four years too late  
20 already.

21           MR. DAN LANCE: We're waiting on funding. It's  
22 going to take several more years, we have \$26 million in  
23 the current five year program for these interim  
24 improvements we're talking about tonight.

25           MR. MATTHEW RAY: I understand you guys are

1     trying to do what you can, but I think we as citizens, if  
2     this was put up for a public vote, I don't think we would,  
3     you know, there was a time 30 years ago when the citizens  
4     at that time of Phoenix in the metro Phoenix area were  
5     declining growth, they didn't want growth, they thought  
6     that if they stopped the vote on freeway systems that  
7     growth wouldn't occur. That's just not true in this day  
8     and age any more. Growth is going to happen whether you  
9     vote down taxes or not, it's just going to happen so, you  
10    know, a day late and a dollar short as far as I'm  
11    concerned.

12           MR. DAN LANCE: A dollar short, that's the truth.

13           MR. MATTHEW RAY: Raise the taxes.

14           MR. DAN LANCE: You'll get a chance to vote on  
15    the 20 year plan for the transportation system in the  
16    Valley probably next May. That's what's being proposed or  
17    talked about is an extension of the current sales tax that  
18    expires in 2005, extends that another 20 years, plus the  
19    programming of all the normal Federal and state funding  
20    that comes to this region, \$17 billion at stake on an  
21    upcoming vote next May. So this is an opportunity, and the  
22    sales tax ends up being about half of that funding package.

23           MR. MATTHEW RAY: I'm just not satisfied at all.

24           MR. DAN LANCE: Neither are we.

25           MR. FRED BISHOP: Fred Bishop, P.O. Box 83653,

1 Phoenix, Arizona. I have a house near Dynamite Road on  
2 I-17. I have two comments I want to make. I did hear you  
3 say that you're here just about the widening. I don't have  
4 issues, I'm in support of the widening, I'm concerned about  
5 the impact of the access roads and I know you've heard  
6 that, I'll take a little bit different perspective on it.  
7 I also have concerns about the impact of the waste transfer  
8 station, waste developing.

9 So the access road concern is the same one that  
10 was brought up that the two miles, three miles to Dixileta  
11 to come over, the concern I have is a little bit different,  
12 all the traffic coming from the east side of the freeway  
13 trying to get to the west side of the freeway are going to  
14 end up either going very far north up 28th or 23rd Avenue  
15 or going up the access road.

16 The access road's going to have a lot of truck  
17 traffic on it, it's going to have garbage trucks and it's  
18 going to have gravel trucks on it. I think that there is a  
19 need for another crossing of I-17 between Happy Valley and  
20 Dixileta either at Dynamite or Jomax. I don't know why  
21 Dynamite's not being considered because it seems like there  
22 is room to do a crossing at Dynamite going west, you don't  
23 have the mountain right there. So that's one comment. I'd  
24 like to see Dynamite considered as an interchange point.

25 The second one is the gravel in the garbage truck

1 traffic using the access road, I believe you should  
2 consider putting dedicated access at Dixileta to the waste  
3 transfer station into a gravel truck road, access road, so  
4 that when you come off of the Dixileta you have the choice  
5 to either continue on the frontage road taking Dixileta  
6 east or west or getting on a road to the waste transfer  
7 station and the gravel pit that's dedicated to those uses  
8 to keep the gravel pit and the garbage truck traffic out of  
9 the neighborhoods to the east because you're going to have,  
10 even with the frontage road there, you're going to have  
11 that traffic on the east side of the freeway going up to  
12 the neighborhood and along those roads and you can get rid  
13 of that by doing a dedicated access at Dixileta. That's  
14 the two comments that I have.

15 MR. MIKE CHASE: Thank you.

16 MR. FRED BISHOP: Any questions?

17 MR. MIKE CHASE: I think those are things we're  
18 all looking at.

19 MR. DAN LANCE: Just to clarify, there is a study  
20 under way to look at a new interchange at Jomax. We're  
21 about eight months or so into that study process and we'll  
22 look at a new interchange at that location that matches the  
23 desires of the City of Phoenix from their streets and  
24 transportation planning process, the street grid. There is  
25 no proposal at this time for an interchange at Dynamite.

1           There's problems getting to the east with flood  
2       plains, there's problems to the west with the existing  
3       developed community and mountain range. But there is at  
4       least a half a diamond, south half diamond at Dixileta that  
5       is planned as you can see on the far map over there. It  
6       will be built, it's a matter of time, so the trucks  
7       eventually will be able to access directly to Dixileta on  
8       and off at that point.

9           MR. FRED BISHOP: It's my understanding that  
10      Jomax would be an east side entrance and exit only, I  
11      thought Jomax was going to be an east side entrance and  
12      exit only.

13          MR. DAN LANCE: Both.

14          MR. FRED BISHOP: They're considering both sides  
15      now?

16          MR. DAN LANCE: Yes.

17          MR. FRED BISHOP: And then for Skunk Creek at  
18      that location, I thought that the flood plain control  
19      district ended at the CAP, so you could still channel Skunk  
20      Creek at that location if you needed to do that to cross  
21      over Dynamite.

22          MR. DAN LANCE: Again, that's --

23          MR. FRED BISHOP: It is actually channeled at  
24      that point, right?

25          MR. DAN LANCE: Again, that's not on the City's

1 plan to even build a street at Dynamite, so there's nothing  
2 to tie to.

3 MR. FRED BISHOP: Okay, thank you.

4 MR. DAN NEWMAN: My name is Dan Newman, I live in  
5 central Phoenix right now but I will soon be moving to  
6 Anthem and I think along with many individual families who  
7 live up that way, one of the major concerns is the time  
8 line. It seems like why do we have to wait so long before  
9 relief comes and the answer is obvious, it has to do with  
10 funding.

11 I briefly spoke with the representative from the  
12 Federal Highway Commission before we began. My question is  
13 has the option of creating a toll road along this corridor  
14 been examined? Obviously the purpose of a toll road would  
15 be to fund the project at hand and it would greatly speed  
16 things up. In other words, an authority would be set up to  
17 sell bonds that would finance the project.

18 Once the tolls generate enough revenue to pay off the  
19 project, the authority hands the highway back to the state  
20 and the toll booths are taken down.

21 It's just an option to perhaps speed up the  
22 process by getting more funding rather rapidly. I'm from  
23 the east coast and if you examine the history of for  
24 instance New York City back in the '30s and '40s, after New  
25 Deal government funding dried up this was a major way that

1 improvements basically happened in the metropolitan area.  
2 I was just wondering if that option has been even  
3 considered.

4 MR. DAN LANCE: ADOT does have some experience  
5 with the toll road concept, not for this particular  
6 corridor, we have not studied a toll concept as part of  
7 this study. We have had two other corridors or proposals  
8 that are allowed under state law to deal with a toll road  
9 concept on first the South Mountain Corridor and then on  
10 trying to accelerate the completion of the east valley  
11 freeway system.

12 Both of those toll proposals after a lengthy  
13 process died a very quick death, or lengthy and quick is  
14 kind of counterproductive there but after considerable  
15 study it did not appear that there was a political will for  
16 tolling and financially they were not viable at that time.  
17 So I guess the bottom line that we also have looked at a  
18 tolling concept or a value lane type of concept for the HOV  
19 system system wide.

20 Again, politically there doesn't seem to be any  
21 driving force to push that forward. It's not a cheap  
22 solution to implement tolling concepts. There is no  
23 Federal, special Federal funding available any more for  
24 pilot programs to establish toll road concepts and they're  
25 very expensive to implement. So no, we have not pursued



1     that option.

2                 MALE AUDIENCE MEMBER: I'd like to keep the New  
3     York City ideas east of the Mississippi river.

4                 MS. SHARON COATNEY: My name is Sharon Coatney.  
5     My question, the New River interchange that's going to go  
6     in, is that going in because of future roads out to the  
7     west?

8                 MS. JACKIE NOBLITT: I didn't understand the  
9     question, there is an existing interchange.

10                MS. SHARON COATNEY: I mean, why a big  
11     interchange at New River Road? Right, I guess the other  
12     part of the question, most of us are concerned, where the  
13     101 is coming off to Deer Valley where you have that big  
14     influx of traffic where we all just about die, I see they  
15     are doing something at Deer Valley Road, so are they going  
16     to do the Deer Valley interchange now in preparing to  
17     accommodate your wider lanes so you don't have to spend a  
18     lot of money to completely redo it, that's part of the  
19     question, and also is there any way possible that the City  
20     or anyone can get involved in doing something there in the  
21     meantime instead of waiting for 2008?

22                I'm kind of wondering is there any way that any  
23     piece of this would be done, like maybe not redo the New  
24     River exchange or something interchange and maybe  
25     concentrate back at Deer Valley or something like that?

1 MR. MIKE CHASE: The improvements will be based  
2 on where the need is the highest. I think the phased  
3 implementation improvements are going to be toward the  
4 Phoenix --

5 MS. SHARON COATNEY: Right.

6 MR. MIKE CHASE: -- end of the project but the  
7 whole project improvements will be phased over time,  
8 getting started with the south end.

9 MS. SHARON COATNEY: You still have to wait for  
10 that funding?

11 MR. DAN LANCE: Let me clarify. Right now there  
12 is no proposal or concept to improve the New River  
13 interchange. We have an existing interchange, it's  
14 functioning pretty well, so the widening limits are up to  
15 the New River interchange but do not affect the New River  
16 interchange at this time.

17 MS. SHARON COATNEY: I'm sorry, I thought, I was  
18 thinking they were doing a new one, and then you'll just  
19 phase into the two lanes and keep going to Black Canyon,  
20 later on you want to do that one? Right now I guess mainly  
21 you see no hope then or nothing in the near future for the  
22 Deer Valley area where that 101 comes down?

23 MR. DAN LANCE: Yes. The City of Phoenix is  
24 doing some improvements on Deer Valley Road, the cross  
25 road, City of Phoenix and ADOT have teamed up to look at an

1 improvement project at Deer Valley to improve the ramp  
2 connections and the cross roads through volume, so that is  
3 in the planning process. We should have a project I  
4 believe in 2005 for that.

5 MS. SHARON COATNEY: That's maybe that storage or  
6 something or business you were talking about the right of  
7 way maybe in there, that storage maybe?

8 MR. DAN LANCE: I'm not sure about that comment.

9 MS. SHARON COATNEY: Okay, that's it, thank you.

10 MR. MIKE CAMPBELL: My name is Mike Campbell, I'm  
11 a Tramonto resident. A two-part question, basically one is  
12 why are we putting back in a clover leaf at Deer Valley  
13 when we just spent the last five years tearing the old one  
14 out and we know they don't work? I was born and raised  
15 here so I've seen that for a fact. Any comments on why  
16 we're putting that back in and it doesn't need to be?

17 MR. MIKE CHASE: It has to do with the distance  
18 between the 101 interchange and the offramps at Deer  
19 Valley. There's not enough room for traffic to move  
20 between lanes to get off, so the traffic on 101 is coming  
21 on solid and you need more length of freeway in order to be  
22 able to move over so that they can get off at Deer Valley,  
23 so it has to do with the lead that occurs.

24 MR. MIKE CAMPBELL: Could we at least request  
25 that that be a two-lane clover on each wing so that traffic

1 can flow smoothly so it's not a blockade? I mean, we all  
2 saw it with Thunderbird, how bad that was designed back in  
3 the late '80s, and even at the growth rate at that time it  
4 was miserable for traffic to go through, so please take  
5 that under advisement.

6 The other one is when this construction project  
7 gets off its foot eventually, how are you planning on  
8 having the thorough through of traffic going north, now  
9 it's jam packed, are you going to go ahead and build the  
10 frontage roads two lane going one way each way and then put  
11 traffic onto it or are you going to do like you did  
12 unfortunately at the stack downtown and limit it down to  
13 two lanes and dead stop traffic?

14 MR. MIKE CHASE: Moving traffic during  
15 construction is a big concern with ADOT. They want to  
16 always keep as much traffic moving as they can. So what  
17 they will probably ask the designers to do when they're  
18 doing the final design is look at a construction phasing  
19 that will allow enough roadway to be built without  
20 impacting existing traffic and then move the traffic to  
21 that location when they go back to work in the area where  
22 the lanes already are. So that is a concern of ADOT during  
23 all design for freeway is to keep the existing traffic  
24 moving.

25 MR. MIKE CAMPBELL: Another comment would be

1     could you only work on the northbound at one time and then  
2     wait until that's completed and then do the southbound? I  
3     mean, unfortunately I drove back and forth to Tucson when  
4     you were doing the interchanges for the US 60. That's  
5     miserable. That is one of the worst ADOT goof-ups in the  
6     whole time I've been alive, so if you can do one group at a  
7     time, that would be great, that way at least we know we can  
8     get into town at a certain time. Appreciate it.

9             MR. DAN LANCE: Let me share with you our concept  
10     for the interim widening. We will be closing the median to  
11     create the other two lanes in each direction, so we have a  
12     combination of three general purpose lanes plus the HOV  
13     lane in each direction at the interim widening concept  
14     which is shown on the maps.

15            To do that, we have enough space in the median  
16     that we would probably push existing traffic to the outside  
17     using existing shoulders while we work in the median, and  
18     it all has to be done at the same time because we have to  
19     button that up and put a barrier in there, and then we  
20     would roll traffic to that brand new pavement in the median  
21     while we reconstruct the outside.

22            So under that concept we would be maintaining the  
23     two lanes that currently exist all the way through the  
24     construction period. What we may lose or have a reduced  
25     shoulder condition during that construction period and it

1 would be a reduced speed as well.

2 MR. MIKE CAMPBELL: Could I at least suggest like  
3 they do in Texas where they get the outside frontage road  
4 completed since they know it's going to be two lanes, so if  
5 traffic flows smoothly all the way through, that way we can  
6 get up to at least Carefree Highway from Deer Valley, and  
7 you've got all that time to work on, you know, say the  
8 eastbound lanes or the northbound lanes so you don't to  
9 have to slow up traffic.

10 Number one, you know as well as I do with the  
11 oleanders we had down at Peoria and Dunlap, how much they  
12 slowed down traffic during the '70s and early '80s. When  
13 you put up those blockades, sorry, everybody does 45. It  
14 would be nice if we had a nice road that we can at least do  
15 50 on to get up there and help out our community quite a  
16 bit.

17 MR. DAN LANCE: That's a good concept,  
18 unfortunately what we see in the funding right now does not  
19 allow that option happening. Complications of the frontage  
20 road, it's going to take some more right of way.

21 MR. MIKE CAMPBELL: You're going to do it  
22 eventually, that's all I'm saying.

23 MR. DAN LANCE: That's expensive, building  
24 another frontage road which is ultimately planned but in  
25 much later phases, short term we do not have enough funding

1 projected to do that.

2 MR. MIKE CAMPBELL: Reverse it please.

3 MS. ELISA MCDONALD: My name is Elisa McDonald.

4 I have a question about the ultimate plan. Are the bridges  
5 going to be widened just for the three road, three lanes  
6 going north and south or are they going to be widened for  
7 five so that we don't have to have construction to widen  
8 the bridges for the ultimate plan in the future?

9 MR. MIKE CHASE: ADOT's practice today is to not  
10 have to build anything that we have to throw away in order  
11 to keep that to a bare minimum. So any bridges that they  
12 have to build will be built wide enough to accommodate what  
13 they're planning here.

14 MS. ELISA MCDONALD: Okay, and will the roadways  
15 be rubberized or will we have to go through five years down  
16 the road?

17 MR. MIKE CHASE: They are planning to rubberize  
18 the roadways as they build them, yes.

19 MS. ELISA MCDONALD: During construction, not  
20 after the fact?

21 MR. MIKE CHASE: It will be probably the last  
22 thing they do.

23 WOMAN IN AUDIENCE: So it will be like the 101,  
24 they closed it down.

25 MR. MIKE CHASE: It will be part of the same

1 construction package.

2 MS. SHAREEN GOODROAD: I'm Shareen Goodroad from  
3 New River and I had a question I'm not quite clear on. The  
4 final plan shows 12 lanes of traffic, correct, six in each  
5 direction, including the frontage road or not including the  
6 frontage road?

7 MR. MIKE CHASE: Basically it's five plus one  
8 section, plus one is the HOV lane that's in the median.

9 MS. SHAREEN GOODROAD: But that's a total of six  
10 lanes of traffic in each direction, north and south;  
11 correct?

12 MR. DAN LANCE: That's correct, between every  
13 interchange when there's mile interchange spacing there'll  
14 be an auxiliary lane between the ramp where it comes on and  
15 where it goes off.

16 MS. SHAREEN GOODROAD: Okay, just like the ones  
17 that exist currently for the new Daisy Mountain interchange  
18 and so on?

19 MR. MIKE CHASE: That's correct.

20 MS. SHAREEN GOODROAD: What I don't understand is  
21 how is this configuration going to meet up with the  
22 existing lanes just south of the 101 on the mainline at  
23 Deer Valley Road, because my understanding there's only,  
24 currently only a total of eight lanes of traffic, three  
25 regular and one HOV in each direction.



1 MR. MIKE CHASE: The interchange, the 101  
2 interchange itself, the ramps that are coming on are going  
3 to be coming into their own lanes. So what that does is it  
4 creates a situation where you have more room to move over  
5 before you lose your lanes, so the interchange itself  
6 creates the additional lanes that you don't see to the  
7 south.

8 MR. DAN LANCE: It's set up, they just haven't  
9 striped it that way, it's set up for it, they just haven't  
10 striped it.

11 MS. SHAREEN GOODROAD: Oh, it is.

12 MR. DAN LANCE: The interim strategy will provide  
13 three plus one continuity all the way through the  
14 interchange to tie into what the cross section is to the  
15 south. Long term when we widen it to a five plus one  
16 template, then we would be looking at doing additional  
17 widening to the south of 101 also. That's going to be in a  
18 separate study.

19 MS. SHAREEN GOODROAD: That I guess was my  
20 question, is down the road if you were looking at changing  
21 that configuration south so that you would increase the  
22 number of lanes of traffic heading into towards the  
23 metropolitan area.

24 MR. DAN LANCE: Correct.

25 MS. SHAREEN GOODROAD: And that is correct, and

1 the other thing I wanted to know is at ADOT is who would I  
2 talk to or who's responsible for implementation of what  
3 landscaping, painting, the aesthetics of the design of the  
4 main line?

5 MR. DAN LANCE: We have --

6 MS. SHAREEN GOODROAD: For visual conformity and  
7 things of that nature?

8 MR. DAN LANCE: We have a section within ADOT,  
9 it's called roadway design, roadside design, and they're  
10 the ones that coordinate the aesthetic treatment in the  
11 final design configuration. We are not at that stage yet.  
12 This is a study to develop the vision. From here we go  
13 into a final design process and then they will be part of  
14 that team and we will have the City represented on that  
15 team as well and perhaps even neighborhood associations  
16 that might have an interest in specific aesthetic  
17 treatments for the corridor.

18 MS. SHAREEN GOODROAD: I'm here on behalf of one  
19 of those associations. Could you give me a, besides  
20 roadside design, is there a contact person?

21 MR. DAN LANCE: Leroy Brady is the manager of  
22 that section.

23 MS. SHAREEN GOODROAD: And then just as an  
24 additional comment, I would agree with the gentleman  
25 beforehand that in my mind it would seem to be more

1 economical and more convenient to acquire the right of way  
2 and fund the construction of the access roads prior to  
3 beginning any construction on the main line.

4 MR. DAN LANCE: I possibly should have responded  
5 earlier, the City of Phoenix has actually given us a letter  
6 of commitment to be responsible for the acquisition and  
7 development of the frontage road system. So we can look to  
8 the City of Phoenix on that comment. My guess is they do  
9 not have funding identified short term to do those  
10 improvements.

11 MR. MIKE CHASE: City of Transportation  
12 subcommittee.

13 MR. NICK ENNA: My name's Nick Enna, I was  
14 wondering on the frontage roads, will they be moved further  
15 to the west, because they're so close to the highway now  
16 that they have, if people have accidents they come right  
17 off that road and down to the frontage road, would they be  
18 moved further west?

19 MR. MIKE CHASE: I believe they do move out a  
20 little bit.

21 MR. NICK ENNA: Do you know how far west they'll  
22 move them approximately?

23 MR. DAN LANCE: The cross sections will show you  
24 and we can answer that question in detail. The existing  
25 frontage road on the west side where the property's already

1 developed, we'll try to live with the cross section. We're  
2 not intending to buy any houses in that immediate area, but  
3 all the other areas of the frontage road will be pushed out  
4 further.

5 MR. NICK ENNA: Did I understand you, you said  
6 that Jomax is going to have an exit to the west and east?

7 MR. DAN LANCE: There will be an interchange on  
8 both sides of the freeway. It's questionable whether there  
9 will be an extension of Jomax Road to the west. That's  
10 going to be up the City of Phoenix to pursue that, whether  
11 they want to tie into some other road system.

12 MR. NICK ENNA: Wouldn't that be an advantage to  
13 the ADOT and the City of Phoenix back to make that  
14 extension so they can take off congestion off the highway;  
15 otherwise we have to drive up two miles north, wouldn't  
16 that be an advantage to ADOT?

17 MR. DAN LANCE: Again, as Mike pointed out  
18 earlier, the City of Phoenix is looking at the access  
19 issues that you're talking about trying to generate another  
20 way in and out of that community other than the frontage  
21 road. The City does have some improvements planned, there  
22 might be other improvements that make sense as well. I  
23 think we have Don Herp from the City of Phoenix represented  
24 here tonight, if you'd like to talk to him about that.

25 MR. NICK ENNA: Also wouldn't a lot of people

1     like to use the freeway to get home instead of going  
2     through the urban area, the local traffic, instead of  
3     fighting local traffic going along the freeway, wouldn't it  
4     be better for us to get off at Jomax?

5             MR. DAN LANCE: That's one of the advantages of  
6     trying to eliminate the two-way frontage road that  
7     currently exists. As you mentioned, it's a safety concern.

8             MR. NICK ENNA: Yes.

9             MR. DAN LANCE: We have opposing headlights, we  
10    have errant vehicles if somebody gets crowded off the  
11    frontage road and they're into the main line or vice versa,  
12    we have a potential for head-on traffic we're trying to  
13    eliminate with the one-way frontage road system, so that's  
14    one of our major concerns and why we're pursuing the  
15    one-way frontage road system is for safety and efficiency.

16            MR. NICK ENNA: But the frontage roads in front  
17    of that area north of Jomax won't be moved, they'll just  
18    stay where they're at, thank you.

19            MR. DAN LANCE: Correct.

20            WOMAN IN AUDIENCE: Can I ask a question from  
21    here please? Since this will not begin construction until  
22    2008, is there an opportunity to have it resurfaced until  
23    then? We're now in like Buffalo, New York, their potholes  
24    are horrible, is there a way to get this resurfaced in the  
25    interim?

1 MR. DAN LANCE: The answer is yes, we are looking  
2 at doing some interim resurfacing to try to hold us over  
3 until we can get to the major construction project. I'll  
4 take a minute to describe what the strategy is for funding.  
5 As I mentioned earlier, we have \$26 million in the current  
6 five year program. The interim widening from 101 to  
7 Carefree Highway is estimated at about a 160 to  
8 \$170 million. So 26 is just a down payment on what we  
9 need.

10 Now, the good part as I mentioned that 20 year  
11 plan, in that 20 year plan there is about \$170 million  
12 earmarked for these improvements that we're talking about,  
13 these interim improvement by 2010. So the challenge is  
14 going to be trying to get that money identified. Once it's  
15 identified through innovative financing techniques, we may  
16 be able to pull that forward with bonding in order to try  
17 to deliver the product somewhat sooner than that. So we'll  
18 be looking at those opportunities. The first thing is get  
19 the money programmed and then we may have more options to  
20 go forward.

21 MALE AUDIENCE MEMBER: You can tell them you need  
22 it for the Super Bowl.

23 MR. DAN LANCE: That's the other quarterback.

24 MR. ROBERT MCCORMICK: My name is Robert  
25 McCormick. I'm not going to be as charitable to ADOT as

1 the other people. You people knew about two years before  
2 Del Webb ever broke ground on this subdivision out there  
3 where he was going to build that Del Webb had the track  
4 record of that, so you're behind and you haven't caught up  
5 and now you're telling us you're broke and you can't afford  
6 it.

7 This gentleman here can tell you that there is a  
8 fund at the Federal Highway Trust Fund that you can get  
9 money from in extreme situations. You have an extreme  
10 situation. You have an accident on I-17 nearly every day.  
11 You're going to kill people and you're not taking care of  
12 it, and you don't need to have all of these meetings.

13 You people are going to build that freeway the  
14 way you want to anyway and you know that your engineers, we  
15 hire you to do that, that's what you should be doing, and  
16 you shouldn't be working until 1990 or 2008 to get the damn  
17 problem solved. That's the problem. Get your butt in  
18 gear, get it going, and get it done. This man can get you  
19 funding, and if he can't, John McCain can help.

20 MALE AUDIENCE MEMBER: That's right, call Senator  
21 McCain.

22 MR. MATTHEW RAY: You know, I'd like to add to  
23 his comment. I mean, you know, getting some of these  
24 senators and some of these high powered politicians to  
25 drive on a Friday afternoon from Loop 101 to try to get on

1 17 north and see how they like to sit in that traffic for  
2 up to an hour. They've got a police escort, it's just the  
3 time is now. Like he said, there's Federal money to do it.  
4 This is a national highway, national defense system, that's  
5 what it was put in place to do, and what is the Fed doing  
6 to help us? Nothing.

7 MALE AUDIENCE MEMBER: McCain doesn't do anything  
8 he doesn't like.

9 MR. BILL VACHON: The highway trust fund, the  
10 money that comes from the Highway Trust Fund gets  
11 distributed back to the states to advance. As Dan said,  
12 that's part of the conglomerate of money that they have to  
13 utilize to the whole program in this state. There are no  
14 special funds for this corridor or that corridor. So to  
15 say that we can take money out of the Highway Trust Fund  
16 and give it to them, they have all the money, they program  
17 that money to identify the projects and what they want to  
18 do in the time they want to do it.

19 MR. MATTHEW RAY: But if we don't go and talk  
20 about the need for it now, it's not going to happen.  
21 That's what you need to do for us.

22 MR. BILL VACHON: My job is not to talk to the  
23 senators to define orders --

24 MR. MATTHEW RAY: Not the senators.

25 MR. BILL VACHON: -- or any legislators, that's



1     what we get into when we refer to the pork barrels of the  
2     designated funds, and you start doing that and you may not  
3     get any designated for some corridors in this state, you  
4     know. They don't see the whole picture in the state and  
5     they're going to be listening to everybody's one specific  
6     issue, so they normally do not get involved in these  
7     things.

8             MR. MATTHEW RAY: Like I said, we're the fifth  
9     largest city in the country with a freeway system like  
10    we're the 50th largest city in the country. What's going  
11    on?

12            MS. SUZAN CURTIN: We have more, we still have  
13    more comments from the public.

14            MR. MICHAEL MICOMIS: My name's Michael Micomis,  
15    I live in Anthem and my question is I realize funding and  
16    things, my question and concern is when we do begin  
17    construction on the main line, what type of a time frame  
18    are we looking at? Are we looking at two, three years,  
19    five years? I know we're going to Carefree Highway in the  
20    first phase, what is your projected construction time for  
21    that?

22            MR. DAN LANCE: We would like to shorten that  
23    construction time frame as much as we possibly can based on  
24    cash flow, so when we have the cash in the bank, we have it  
25    bonded, we can pay the contractor as fast as he can work.

1 We would use probably one of two strategies, either a  
2 design build strategy that we're seeing on some of the  
3 other major corridors we're widening. That's been a really  
4 good success for us. That shortens the construction time  
5 because we're doing design and construction at the same  
6 time.

7 The other opportunity we've had very good success  
8 is what's called an A plus B bidding strategy. We put a  
9 value on time and let the contractor pick his time as far  
10 as the bidding strategy. That has helped shorten our  
11 construction durations, reduced them to about 60 to  
12 70 percent of the normal contract time. So we would use  
13 one of those two strategies to shorten it. The bottom line  
14 is we would probably have this roadway under construction  
15 in two phases, median and then outside widening or  
16 reconstruction probably 18 months or less.

17 MR. MICHAEL MICOMIS: About 18 months, all right,  
18 and also to help you guys as far as getting the money  
19 together because in the end that's what it's all about, I  
20 mean, who in the, I mean, who can we write to, you know, to  
21 support you guys, you know, if I want to sit down and write  
22 a letter tonight to somebody up there that's handling money  
23 or doing whatever, is there any name that you could give us  
24 that we could write a letter to to say, you know, we've got  
25 a problem, it's an extreme issue, these guys need some

1 money to work with.

2 MR. DAN LANCE: As far as programming priorities,  
3 the Maricopa Association of Governments, MAG, is the  
4 official authority for programming, planning and  
5 programming within this region. ADOT belongs to the MAG  
6 organization, we are a member, we have input on the  
7 process. Again, we've got a pretty high priority for about  
8 \$170 million more or less to do the interim widening by  
9 2010, and we're going to try to secure that funding as  
10 quickly as we can and the rest of it between 26 million and  
11 170 million. So MAG is very much in charge of the  
12 programming process.

13 As far as the Federal funds, there are no special  
14 Federal funds out of Washington for any of these kinds of  
15 project until they're earmarked in Federal legislation.  
16 That's the pork barrel concept or favoritism that you hear  
17 about. ADOT gets a normal allocation every year of Federal  
18 funds that have to be disbursed across the entire state.  
19 Those funds are all identified in our current five year  
20 program. They're all committed.

21 MR. MICHAEL MICOMIS: Okay, thank you.

22 MS. SUZAN CURTIN: Would anyone else like to make  
23 a comment? This is the end of the question and answer  
24 comment period. If you have additional comments, our court  
25 reporters are here and you can go up to each one of them.

1 You can, as Laura pointed out, write your comments on the  
2 blue sheet of paper. The public comment boxes are up here.  
3 That's it, thank you very much for coming.

4 \* \* \* \* \*

5 (Public comments:)

6 MR. JIM LEACH: We are Jim and Joanne Leach. We  
7 live at New River Road and I-17. Somebody needs to look at  
8 the safety issues on the offramp at New River Road because  
9 people are running stop signs all the time, trucks  
10 included, under that bridge and you can't see under the  
11 bridge when you come off the ramps.

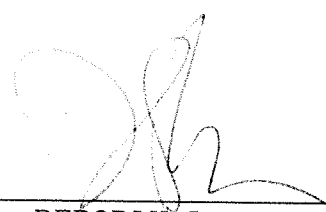
12 (Recessed at 8:00 p.m.)

13 \* \* \* \* \*

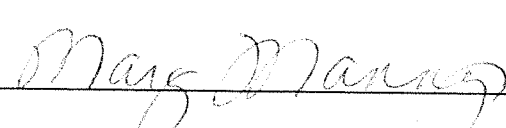
## C E R T I F I C A T E

I HEREBY CERTIFY that the proceedings had upon the foregoing hearing are contained in the shorthand record made by me thereof, and that the foregoing 51 pages constitute a full, true, and correct transcript of said shorthand record, all done to the best of my skill and ability.

Dated at Phoenix, Arizona, this 22nd day of November, 2003.



DEBORAH L. MOREASH, RPR  
Certified Court Reporter #50294



MARY E. MANNING, RPR  
Certified Court Reporter #50294